

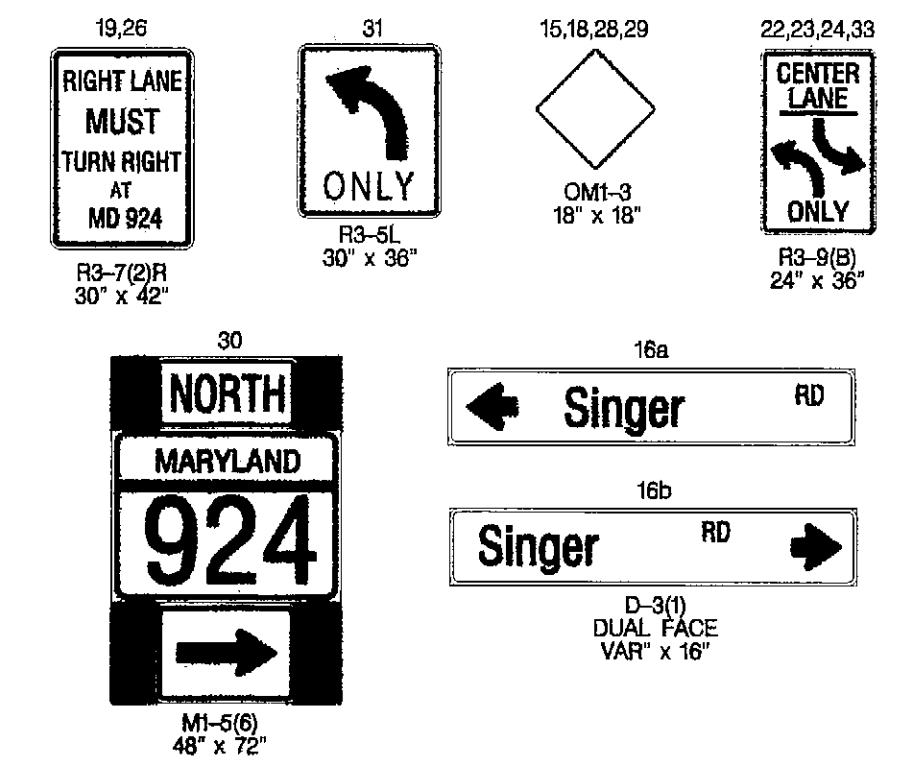
DRILL HOLES

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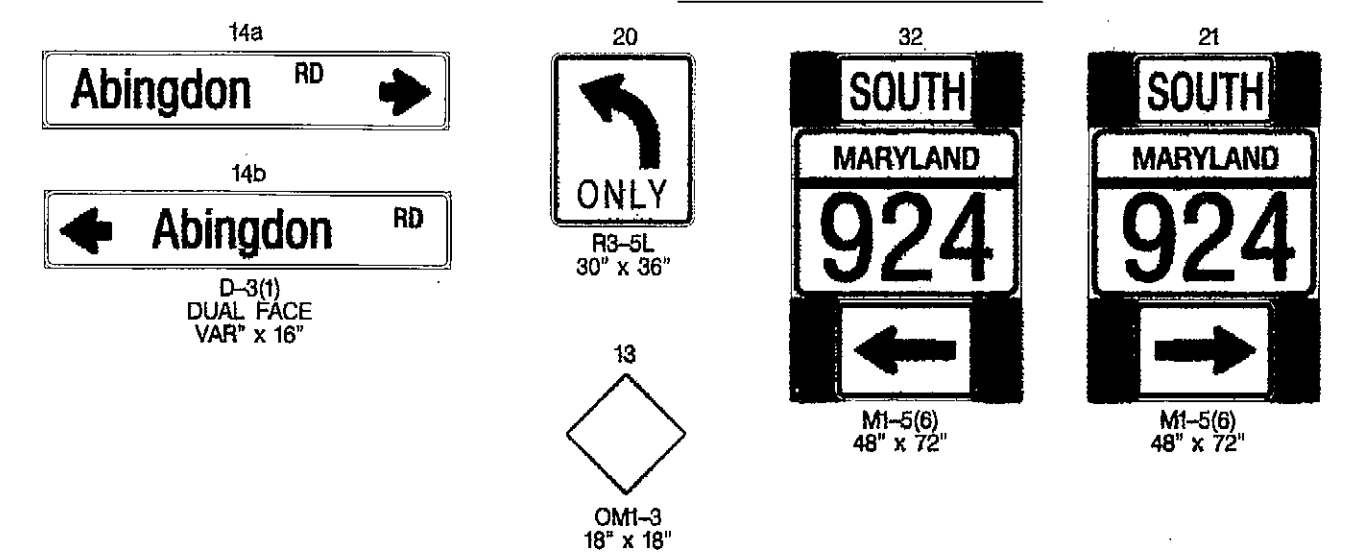
DRILL HOLES

MD 924 IS ASSUMED TO RUN IN A NORTH-SOUTH DIRECTION

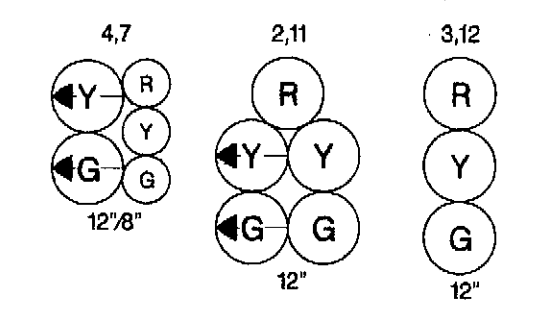
PROPOSED SIGNS



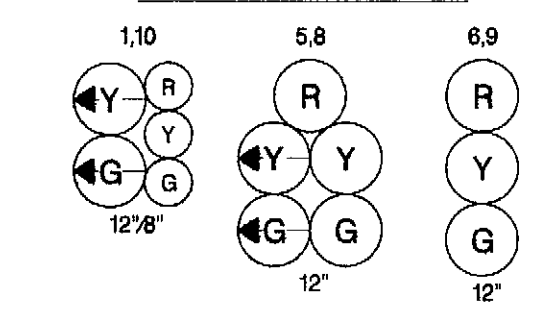
EXISTING SIGNS



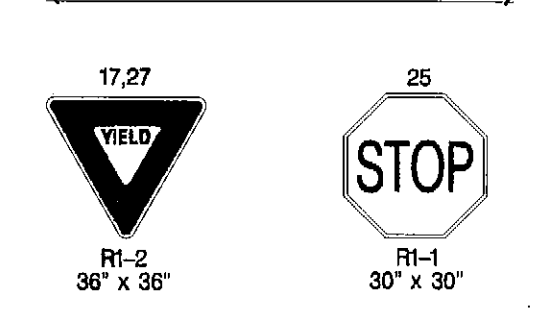
PROPOSED BLACK FACED L.E.D. SIGNAL HEADS



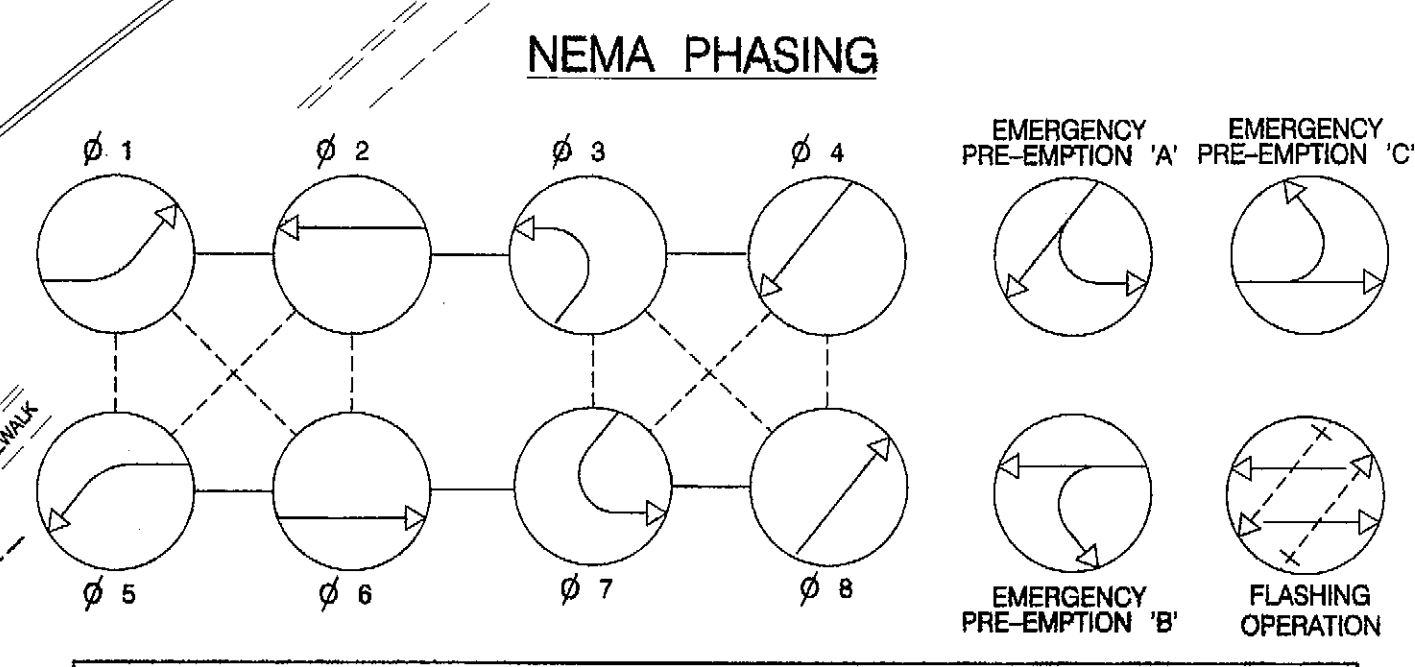
EXISTING BLACK FACED L.E.D. SIGNAL HEADS



EXISTING SIGNS (TO BE RELOCATED)



- CONSTRUCTION DETAILS**
- INSTALL 27 FT. MAST ARM POLE WITH TWIN 50 FT. MAST ARMS, SIGNAL HEADS, SIGNS, VIDEO DETECTION CAMERAS, OPTICOM DETECTOR EYE AND 15 FT. STREET LIGHTING ARM WITH A 250 WATT HPSV LUMINAIRE (NOTE: INSTALL 1-4 IN. SCHEDULE 80, RIGID PVC, 90 DEGREE CONDUIT BEND), HAND DIG AS NECESSARY TO AVOID UNDERGROUND UTILITIES
 - USE EXISTING POLE MOUNTED CABINET AND CONTROLLER
 - INSTALL ELECTRICAL HANDHOLE
 - INSTALL 4 IN. SCHEDULE 80, RIGID PVC ELECTRICAL CONDUIT- SLOTTED
 - EXISTING OVERHEAD ELECTRIC SERVICE
 - USE EXISTING CONDUIT
 - USE EXISTING HANDHOLE
 - CAP AND ABANDON EXISTING CONDUIT
 - REMOVE EXISTING HANDHOLE
 - 5 IN. SOLID WHITE PAVEMENT MARKING LINE (TO BE INSTALLED BY OTHERS)
 - 5 IN. SOLID YELLOW PAVEMENT MARKING LINE (TO BE INSTALLED BY OTHERS)
 - 5 IN. SKIP WHITE PAVEMENT MARKING LINE (6 FT. LINE - 9 FT. GAP) - (TO BE INSTALLED BY OTHERS)
 - 5 IN. SKIP YELLOW PAVEMENT MARKING LINE (10 FT. LINE - 30 FT. GAP) - (TO BE INSTALLED BY OTHERS)
 - REMOVE EXISTING POLE, MAST ARMS, AND ALL ASSOCIATED EQUIPMENT
 - 10 IN. SOLID WHITE PAVEMENT MARKING LINE (TO BE INSTALLED BY OTHERS)
 - INSTALL 24 IN. SOLID WHITE, HEAT APPLIED, PERMANENT PREFORMED THERMOPLASTIC PAVEMENT MARKING LINE
 - INSTALL WHITE, HEAT APPLIED, PERMANENT PREFORMED THERMOPLASTIC PAVEMENT MARKING ARROW
 - INSTALL R3-7(2)R SIGN ON ONE-4 IN. X 6 IN. WOOD SUPPORT
 - INSTALL R3-9(B) SIGN ON ONE-4 IN. X 6 IN. WOOD SUPPORT
 - INSTALL OM1-3 SIGN ON ONE-4 IN. X 6 IN. WOOD SUPPORT
 - RELOCATE EXISTING GROUND MOUNTED SIGN AND SUPPORT
 - DISCONNECT AND ABANDON EXISTING MICRO-LOOP PROBE
 - INSTALL NON-INVASIVE MICRO-LOOP PROBE
 - ABANDON EXISTING HANDHOLE



- PHASING NOTES:**
- PHASES ASSOCIATED BY A SOLID LINE WILL NOT OPERATE CONCURRENTLY.
 - PHASES ASSOCIATED BY A DASHED LINE MAY OPERATE CONCURRENTLY.

GENERAL NOTES

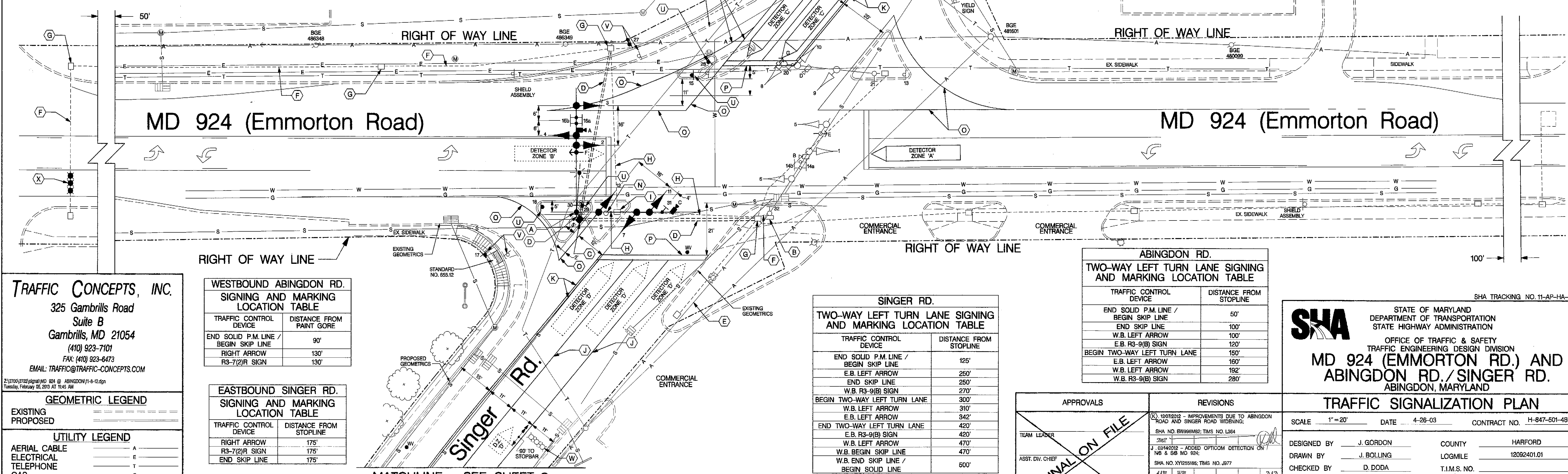
- THESE PLANS ARE APPROVED FOR CONSTRUCTION FOR A PERIOD OF ONE YEAR FROM THE DATE OF APPROVAL. SHOULD CONSTRUCTION NOT BEGIN WITHIN THIS TIME FRAME THESE PLANS SHALL BE NULL AND VOID WITHOUT A REVIEW FROM THE TRAFFIC ENGINEERING DESIGN DIVISION.
- ALL UNDERGROUND AND OVERHEAD UTILITIES SHOWN ON THESE PLANS ARE SCHEMATIC ONLY AND MAY NOT BE COMPLETE. THE CONTRACTOR SHALL BE RESPONSIBLE FOR NOTIFYING MISS UTILITY PRIOR TO CONSTRUCTION SO THAT ALL UTILITIES MAY BE LOCATED IN THE FIELD. IF THE CONTRACTOR PERCEIVES THAT A CONFLICT BETWEEN UTILITIES AND TRAFFIC SIGNAL EQUIPMENT WILL OCCUR, THE CONTRACTOR SHALL NOTIFY THE PROJECT ENGINEER IMMEDIATELY SO THE CONFLICT MAY BE RESOLVED.
- THE CONTRACTOR SHALL REMOVE ALL UNUSED CABLE.
- ALL EXISTING TRAFFIC SIGNAL EQUIPMENT BEING REMOVED SHALL BECOME THE PROPERTY OF THE SIGNAL CONTRACTOR UPON COMPLETION OF THE WORK.
- THE LOCATION OF PROPOSED GEOMETRICS MUST BE CONFIRMED PRIOR TO THE INSTALLATION OF SIGNAL EQUIPMENT.
- FOR ADDITIONAL SIGNING AND PAVEMENT MARKINGS SEE GENERAL INFORMATION PLAN (SHEET 2 OF 2)

PROPOSED OPTICOM DETECTOR EYE

EXISTING VIDEO DETECTION CAMERAS

PROPOSED VIDEO DETECTION CAMERAS

EXISTING OPTICOM DETECTOR EYES



TRAFFIC CONCEPTS, INC.
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EMAIL: TRAFFIC@TRAFFIC-CONCEPTS.COM

GEOMETRIC LEGEND

EXISTING	PROPOSED
AERIAL CABLE	A
ELECTRICAL	E
TELEPHONE	T
GAS	G
SEWER	S
WATER	W
CABLE TV	TV

WESTBOUND ABINGDON RD. SIGNING AND MARKING LOCATION TABLE

TRAFFIC CONTROL DEVICE	DISTANCE FROM PAINT GORE
END SOLID P.M. LINE / BEGIN SKIP LINE	90'
RIGHT ARROW	130'
R3-7(2)R SIGN	130'

EASTBOUND SINGER RD. SIGNING AND MARKING LOCATION TABLE

TRAFFIC CONTROL DEVICE	DISTANCE FROM STOPLINE
RIGHT ARROW	175'
R3-7(2)R SIGN	175'
END SKIP LINE	175'

SINGER RD. TWO-WAY LEFT TURN LANE SIGNING AND MARKING LOCATION TABLE

TRAFFIC CONTROL DEVICE	DISTANCE FROM STOPLINE
END SOLID P.M. LINE / BEGIN SKIP LINE	125'
E.B. LEFT ARROW	250'
END SKIP LINE	250'
W.B. R3-9(B) SIGN	270'
BEGIN TWO-WAY LEFT TURN LANE	300'
W.B. LEFT ARROW	310'
E.B. LEFT ARROW	342'
END TWO-WAY LEFT TURN LANE	420'
E.B. R3-9(B) SIGN	420'
W.B. LEFT ARROW	470'
W.B. BEGIN SKIP LINE	470'
W.B. END SKIP LINE / BEGIN SOLID LINE	500'

ABINGDON RD. TWO-WAY LEFT TURN LANE SIGNING AND MARKING LOCATION TABLE

TRAFFIC CONTROL DEVICE	DISTANCE FROM STOPLINE
END SOLID P.M. LINE / BEGIN SKIP LINE	50'
END SKIP LINE	100'
W.B. LEFT ARROW	100'
E.B. R3-9(B) SIGN	120'
BEGIN TWO-WAY LEFT TURN LANE	150'
E.B. LEFT ARROW	160'
W.B. LEFT ARROW	192'
W.B. R3-9(B) SIGN	280'

APPROVALS

TEAM LEADER: [Signature]
ASST. DIV. CHIEF: [Signature]
DIVISION CHIEF: [Signature]
OFFICE DIRECTOR: [Signature]

REVISIONS

NO.	DESCRIPTION	DATE
1	IMPROVEMENTS DUE TO ABINGDON ROAD AND SINGER ROAD WIDENING	10/1/2012
2	ADDED OPTICOM DETECTION ON NB & SB MD 924	10/1/2012
3	UPGRADE VIDEO DETECTION	10/1/2012

STATE OF MARYLAND DEPARTMENT OF TRANSPORTATION STATE HIGHWAY ADMINISTRATION

OFFICE OF TRAFFIC & SAFETY TRAFFIC ENGINEERING DESIGN DIVISION

MD 924 (EMMORTON RD.) AND ABINGDON RD./SINGER RD. ABINGDON, MARYLAND

TRAFFIC SIGNALIZATION PLAN

SCALE: 1"=20' DATE: 4-26-03 CONTRACT NO.: H-847-601-485

DESIGNED BY: J. GORDON COUNTY: HARFORD
DRAWN BY: J. BOLLING LOGMILE: 12092401.01
CHECKED BY: D. DODA T.I.M.S. NO.:
F.A.P. NO.: NA TOD NO.:
DRAWING NO.: TS-1904K SHEET NO.: 1 OF 2